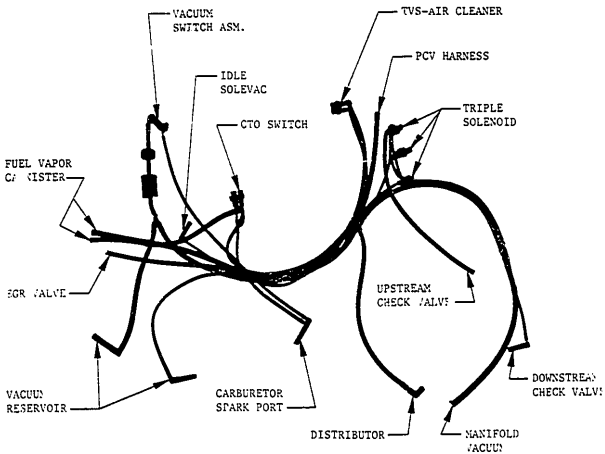
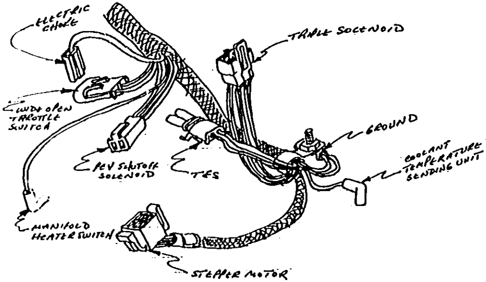
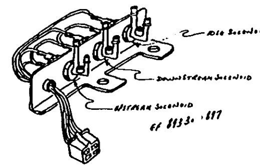


VACUUM HARNESS ASM
Part No. 5996143

0011197

Scale


ELECTRIC CHOKE
GROUND
COOLANT TEMPERATURE SENDING UNIT
WIDE OPEN THROTTLE SWITCH
PCV SHUTOFF SOLENOID
TFS
MANIFOLD HEATER SWITCH
STEPPER MOTOR


IDLE SOLENOID
DOWNSTREAM SOLENOID

001199

Dual Function Coolant Temperature Override (CTO)

TVS @ air cleaner N 4 ○ ○ 1 M source of vacuum

source of vacuum L 5 ○ ○ 2 K fuel vapor storage canister (purge signal)

○ 3 Filter vacuum vent

FC	101	140°
STO	12°-18°	150°-160°
FO	128°	170°

EGR valve — function controlled by Thermal Vacuum Switch (TVS) which measures air cleaner air temperature and the dual function Coolant Temperature Override (CTO) which measures manifold coolant temperature.

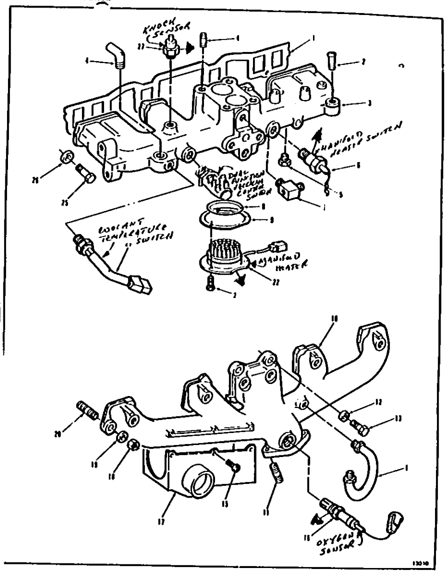


Figure 1-11 Intake and Exhaust Manifolds

AM General

001201

FJ8C ENGINE ELECTRICAL WIRING HARNESS 5995769-R

CKT NO.		CIRCUIT DESCRIPTION
1J	+	chassis harness connector to manifold heater relay switch
3C	+	chassis harness connector to splice #5
3D	+	splice #5 to MCU (pin 58)
3E	+	splice #5 to ignition module
3F	+	splice #5 to diagnostic connector (1-4)
4J	+	chassis harness connector to splice #4
4K	+	splice #4 to MCU (pin 1)
4L	+	splice #4 to MCU (pin 57)
4M	+	splice #4 to triple solenoid
4N	+	splice #4 to ignition module
4P	+	splice #4 to diagnostic connector (2-4)
4Q	+	splice #4 to PCV shut-off solenoid
4R	+	splice #4 to stepper motor
5F	+	chassis harness connector to idle relay switch
99A	-	engine ground to MCU (pin 17)
99B	-	engine ground to splice #1
99C	-	splice #1 to coolant temperature switch
99D	-	splice #1 to diagnostic connector (2-7)
99E	-	splice #1 to wide open throttle switch
99F		splice #1 to diagnostic connector (1-3)
99G		splice #1 to thermal electric switch
99H	-	splice #1 to splice #2
99J		splice #2 to high altitude jumper
99K	-	splice #2 to idle relay (diode)
99L		splice #2 to vacuum switch assembly
99M	-	splice #2 to MCU (pin 20)
99N	-	splice #2 to MCU (pin 60)
26B	+	chassis harness connector to idle relay solenoid
29B	+	temperature gauge sending unit to chassis harness connector
73A	-	MCU (pin 43) to idle relay solenoid
73B		idle relay solenoid to diagnostic connector (2-7)
34B	+	chassis harness connector to splice #6
34C	+	splice #6 to diagnostic connector (1-2)
34D	+	splice #6 to electric choke
34E	+	splice #6 to manifold heater relay solenoid
35A	-	MCU (pin 45) to upstream vacuum solenoid
35B	-	upstream vacuum solenoid to diagnostic connector (2-8)
36A	-	MCU (pin 46) to downstream vacuum solenoid
36B		downstream vacuum solenoid to diagnostic connector (2-5)
38A		diagnostic connector (2-6) to MCU (pin 54)
38B	-	wide open throttle switch to diagnostic connector (2-6)

39A - PCV shut-off solenoid to diagnostic connector (2-1)
39B - MCU (pin 41) to PCV shut-off solenoid

40A - MCU (pin 50) to stepper motor

41A - MCU (pin 48) to diagnostic connector (2-11)
41B - diagnostic connector (2-11) to stepper motor

42A - MCU (pin 49) to stepper motor

43A + manifold heater relay switch to manifold heater

44A - manifold heater switch to manifold heater relay solenoid

45B - splice #7 to chassis harness connector
45C - splice #7 to diagnostic connector (1-1)
45D - ignition module to splice #7

46A - distributor ground to ignition module

47A + ignition module to MCU (pin 47)

48A + MCU (pin 59) to distributor

49A - MCU (pin 18) to distributor

50A - knock sensor to MCU (pin 51)

51A - diagnostic connector (2-14) to stepper motor
51B - MCU (pin 10) to diagnostic connector (2-14)

52A - coolant temperature switch to diagnostic connector (2-12)
52B - diagnostic connector (2-12) to MCU (pin 56)

53A - O_2 sensor to splice #3
53B - splice #3 to MCU (pin 9)
53C - splice #3 to MCU (pin 8)

54A - thermal electric switch to diagnostic connector (2-10)
54B - diagnostic connector (2-10) to MCU (pin 53)

55A - diagnostic connector (2-9) to MCU (pin 55)
55B - vacuum switch assembly to diagnostic connector (2-9)

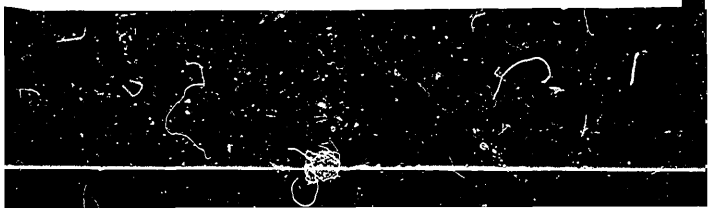
56A - diagnostic connector (2-15) to MCU (pin 16)
56B - vacuum switch assembly to diagnostic connector (2-15)

57A - high altitude jumper to MCU (pin 11)
57B - high altitude jumper to diagnostic connector (2-3)

58A - MCU (pin 44) to idle vacuum solenoid
58B - idle vacuum solenoid to diagnostic connector (2-2)

59A + solevac to diagnostic connector (2-5)
59B + idle relay switch to solevac

001203



LTV Aerospace and Defense
An General Dynamics

INTER-OFFICE CORRESPONDENCE

TO:
Mr. R. M. Johnson

LOCATION:
AMG/Livonia

COPY TO:
J. A. Armour
K. M. Jordan
A. W. MacDonald
F. Marano, Jr.
F. I. Masten
G. E. Stuart
D. P. Weiher

FROM:
G. derPilibosian
Principal Engineer

LOCATION:
AMG/Livonia
#8039

bcc: P. Rosenak

SUBJECT:
Trip Report
Hartford, CT
FJ8C Engine
Compartment Fire

DATE:
October 25, 1985

We were recently informed of an engine fire which occurred on an FJ8C vehicle sometime during early August 1985. Subsequent information revealed the vehicle involved was 3291504 located in Hartford, CT with 5210 miles recorded on its odometer.

The subject vehicle was examined by the writer on October 15, 1985 at Lipman Motors, AMC dealership where it had been sent for repairs by the USPS. No definitive determinations could be made as a result of this examination.

The extent of fire damage was very limited and was concentrated at the left rear of the engine. Vacuum hoses and wiring harness were damaged as was the rocker cover. Unfortunately, the wiring harness and vacuum hoses had been disturbed and the rocker cover had already been replaced prior to this examination. Photographs were taken and clearly depict the limited damage.

Ash residue is concentrated on top of the #5 & 6 intake manifold. Vacuum hoses which would normally be located in this area were partially burned. PCV hoses were intact.

Wiring harness loom was almost completely destroyed rearward of the rear "P" clamp. The top half of the loom was destroyed forward of the clamp for a distance of approximately 5".

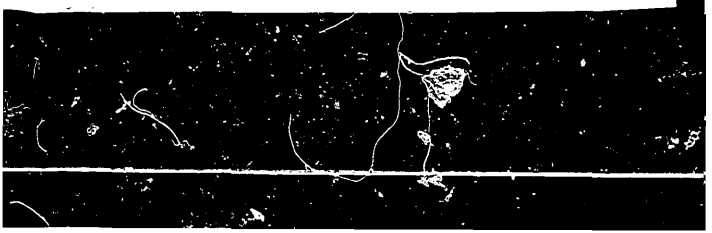
The stepper motor connector was intact and most of the wire insulation remained, however, the loom was totally destroyed from the taped end forward as described above.

All wire insulation, including connectors, was totally destroyed by fire on the ground, temperature gauge sending unit, and triple solenoid valve circuit wires in this area.

In addition, heat damage was noticeable on the TES, PCV shut off solenoid and WOT switch wires, as well.

GdP/kjd
GdP00009

0012041



10/14/85 Called ? [illegible] motors
John Marinelli - Shop dispatcher

— Valve cover ~~[illegible]~~ removed - only work done

~ Wiring harness ~   8/12/85 fire occurred according to John M.

vehicle is in storage yard - waiting receipt of wiring harness - 9/13 ordered - 5995769-

1/2 hour ride from airport.

001207

Paul Rosenak called 11 30 10/8/85

about → Hartford conn. vehicle

fire starts in wire harness

- 599 5769 -

when flamed out the carburetor

& front cowl

plastic valve cover burned

vehicle at dealer

wiring harness intact on

vehicle

wiring harness burned

pictures of Hartford fire in Paul possession. He will send them express mail

LIPMAN MOTORS

450 HOMESTEAD AVE

HARTFORD CT

EDDIE LEONARD SERVICE WRITER

(203) 522-8225

001268

cc Alex
Leo
Gelie

FIELD DEFICIENCY REPORT

AM GENERAL CORPORATION
South Bend, Indiana 46680

P-786 SB P1

SERVICE REPRESENTATIVE Fred I. Masten	VEHICLE SERIAL NO. 3291504
DATE OF INSPECTION 10-7-85	VEHICLE REG. NO.
AGENCY U.S.P.S	ACCEPTANCE DATE
CITY Hartford STATE CT.	MILEAGE 5,210 COMPONENT S/N
REPORTING OFFICER Paul Rosenak	MODEL FJ-8C CONTRACT

DEFICIENCY: Under hood fire - extensive - valve cover melted - emission hoses wiring harness etc - Reported by Paul Rosenak on 10-7. Mr. Rosenak stated fire occurred on 8/10/85 and that the vehicle was at the dealer for repairs Lipman AMC/Jeep. 203-522-8225 Ed. Leonard

PROBABLE CAUSE: Unknown at this time

FAILURE OCCURRED (Type of Service): Routine operation of Vehicle

CORRECTIVE ACTION TAKEN: None - Relayed info to Gelie. Livonia

WARRANTY: YES _____ NO

DISPOSITION OF ORIGINAL PARTS _____

001209

DISTRIBUTION
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329,818

LTV Aerospace and Defense
LTV Corp.

701 W. [illegible] Ave.
South Bend, Indiana 46680-2841

ACTIVITY REPORT

DATE: 7 [illegible] 85

REPRESENTATIVE REPORT: [illegible]

TO: [illegible]

AGENCY: Post Office, VMF

CITY: [illegible]

STATE: [illegible]

PERSONS ACTUALLY CONTACTED

NAME	TITLE
Mr. Tom Coyle	Supervisor of Maint.
Mr. George Weise	General Forman
Mr. Sam Fragella	Storekeeper
Mr. Dan Hagan	Fleet [illegible]

LAST CONTACT: 3/28/84 ☐ INITIAL TYPE CONTACT: ☒ SCHEDULED ☐ SPECIAL

DIRECTORY UPDATE: SPECIFY ANY CHANGES IN KEY PERSONNEL, PHONE NUMBER OR ADDRESS

☒ NONE Mr. Dan Hagan (Fleet manager)

Brief and Realistic Report of Contact

AMC Fleet: [illegible]

Total: 929 [illegible] 66.37 [illegible]

Publications: Current to date

ILLEGIBLE

• Parts: no problems to report. Majority of parts currently being ordered from AMC because of [illegible] also situation with [illegible] motors.

Campaign Status: [illegible] 70% Complete, [illegible] 85% Complete

Discrepancies: FJ8C S/N 329,818 at 6720 miles [illegible] the hood fire. Cause [illegible] as AMC dealer has fire damage [illegible] vehicle is partially [illegible] [illegible] any incoming inspection at this time. SEE EDR attached.

RECEIVED JUL 15 1985 [illegible] SERVICE DEPT.

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One copy retained in representative's file.

FIELD DEFICIENCY REPORT
AM GENERAL CORPORATION
South Bend, Indiana 46580

F-1706 Rev P1

SERVICE REPRESENTATIVE B. Brand - N. Wehse	VEHICLE SERIAL NO. 3291818
DATE OF Report 7.10.85	VEHICLE REG. NO. N/A
AGENCY US Post office VMF	ACCEPTANCE DATE —
CITY Pittsburg STATE Pa	MILEAGE 46,130 COMPONENT S/N N/A
REPORTING OFFICER Tom Cegle Supv. of Maint	MODEL FJ8C CONTRACT 61456

DEFICIENCY: Under the hood fire

PROBABLE CAUSE: Reporting D... stated this appeared to be a fuel fire in the area of the Carburetor. Above representatives cannot inspect to confirm this as All fire damage has been cleaned up and vehicle is partially repaired

FAILURE OCCURRED (Type of Service): Normal Post office Service

CORRECTIVE ACTION TAKEN: VMF Sent vehicle to AMC Dealer for repair

ILLEGIBLE

WARRANTY YES ✓ NO

DISPOSITION OF ORIGINAL PARTS [illegible]

001212

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